Edinburgh and South East Scotland City Region Deal Joint Committee

10 am, Friday 7 August 2020

South East Scotland Regional Transport Transition Plan

Item number : 5.2

Executive Summary

As the easing of Covid-19 lockdown restrictions progresses, there is an urgent need to put in place measures that will address the challenges presented by increasing demand for public transport services at a time when the capacity of those services is severely reduced by social distancing requirements.

At national level, Scottish Government announced its Transport Transition Plan on 26 May, and highlighted the importance of addressing the particular pressures that could be expected in the Edinburgh and Glasgow city regions.

In response, the City Region Deal Transport Appraisal Board has been reformed into a Regional Transport Transition Group, comprising officer representatives of the six City Region Deal Councils plus representatives from Clackmannanshire and Falkirk Councils, together with officer representatives from Transport Scotland and the Regional Transport Partnership, SEStran. That Group, in close consultation with public transport operators, has prepared packages of measures for the main transport corridor routes into and out of Edinburgh, *Summary Note on Proposed Quick Wins* (Appendix C), with particular emphasis on supporting public transport operations and prioritising capacity of public transport, encouraging greater levels of active travel (walking/wheeling/cycling), and reducing the extent of potentially increased private car use.

The need for the implementation of measures is urgent, with a number of priority interventions already being prepared. Of particular importance will be maximising the capacity of the public transport system to manage effectively the expected impacts of the reopening of schools from 11 August.

Grace Vickers

Chair, Transport Appraisal Board, ESESCR Deal

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Report

South East Scotland Regional Transport Transition Plan

1. Recommendations

1.1 To note the Scottish Government's announcement of its national Transport Transition Plan.

1.2 To note the arrangements within this city region for contributing to the national Transport Transition Plan, and the terms of reference for the South East Scotland Region Transport Transition Plan Group as set out at Appendix B to this report.

1.3 To approve the proposed transport transition measures and interventions for this city region as set out at Appendix C to this report.

1.4 To authorise the Transport Transition Plan Group to prepare a collective bid by all of the regional local authority partners for submission to Scottish Government for funding from its Bus Priority Fund.

1.5 To receive further reports on the progress of these measures and interventions together with any additional proposals to support the primary aims of the Transport Transition Plan.

2. Background

2.1 On 26 May 2020, the Scottish Government's Cabinet Secretary for Transport, Infrastructure and Connectivity announced the Scottish Government's Transport Transition Plan. At around the same time, the Cabinet Secretary wrote to Council Leaders and Chairs of Regional Planning Partnerships. The letter (Appendix A to this report) notes the reduction in public transport capacity during the lockdown and, because of ongoing social distancing requirements, the certainty of such reduced capacity for an extended period of time. It therefore highlights the risk of increased car use, with consequent adverse impacts on congestion, air quality, and increased inequalities; and the need to counteract this through a 'green recovery'.

2.2 Moving on to the process of assessment and implementation of measures, the letter refers specifically to the urgency and scale of the public transport challenges in the Edinburgh and Glasgow city regions, and notes that Transport Scotland will be looking to engage with local authorities and regional transport partnerships in those regions.

3. Main report

3.1 The Edinburgh and South East Scotland already has a regional governance structure through the City Region Deal, as well as an established regional transport arrangement through the Regional Transport Partnership, SEStran. It was therefore considered most effective and efficient to reform the existing City Region Deal Transport Appraisal Group into a Regional Transport Transition Group (RTTG) comprising officer representation of the eight Councils in the region (the City Region Deal six plus Clackmannanshire and Falkirk) together with Transport Scotland and SEStran. Terms of reference for the RTTG, and which mirror those of the Glasgow region group, have been prepared, a copy of which are attached at Appendix B to this report. Those terms of reference define the RTTG as an advisory, and not a decision-making body. This accords with the status of the RTTG within the City Region Deal governance structure, as shown at Appendix D to this report, That structure diagram also shows the Joint Committee as the decision making body. In addition, it can be noted that the final decision on any specific measure or intervention requires the approval of the relevant Council as local roads authority within which the proposal lies.

.3.2 The RTTG has established its main aims and objectives, as set out in the document *Summary Note on Proposed Quick Wins*, attached at Appendix C to this report. From initial assessment it is clear that the focus of activity needs to be the expected pressures on the main transport corridor routes into and out of Edinburgh. Accordingly, three subgroups were formed on a geographic sector basis to consider and recommend packages of proposals for the main transport corridors in each sector. The three sectors are North (Fife to Edinburgh), West (West Lothian, Falkirk, Clackmannanshire to Edinburgh), and South/East (East Lothian, Midlothian, Scottish Borders to Edinburgh). The results of that ongoing assessment are provided in the document at Appendix C, and represent the first tranche of urgently required measures and interventions; to be followed by further proposals as a second phase.

3.3 In order that the Cabinet Secretary could be informed of progress across Scotland, Transport Scotland requested information from the RTTG. Following consultation with the eight local authorities represented on the RTTG the *Summary Note on Proposed Quick Wins* (Appendix C to this report) was sent to Transport Scotland on 21 July.

3.4 There is a clear need for urgency in the implementation of measures to ensure that public transport prioritisation is delivered as the demand post lockdown increases, and thereby reduce the risk of increased private car use. Of particular significance

will be the need to ensure that measures and interventions are in place to minimise the extent of the impacts arising from the reopening of schools from 11 August.

4. Financial impact

4.1 The document at Appendix C provides an initial estimated cost of between approximately £2.3 million and £3.0 million for the proposed first tranche of measures. Whilst some Councils may be able to fund very modest measures from within existing budgets, the majority of the measures will require funding from other sources.

4.2 On 16 July the Scottish Government announced a £10m fund to support local authorities to reduce the impact of congestion on the busiest bus routes; including such measures as bus lanes and bus gates. Local authorities are therefore invited to submit bids, including on a joint basis through a lead partner, the critical requirement being that the measures receiving funding are implemented rapidly to ensure greatest effect.

4.3 A Finance Subgroup of the RTTG meets regularly to consider the resource issues; and this includes not only funding, but the operational capacity of local authority roads departments to implement and support the approved measures.

5. Alignment with Sustainable, Inclusive Growth Ambitions

5.1 In the post lockdown phases, an efficient regional public transport system will be an essential requirement if the regional economy is to experience strong and rapid recovery in a range of sectors, including employment, education/training, retail, commercial leisure and other services.

5.2 The first tranche of proposals set out in Appendix C to this report align closely with the environmental objectives of maximising public transport and active travel; and thereby reducing the amount of travel undertaken by private car.

6. Background reading/external references

6.1 Announcement on 26 May 2020 of the Transport Transition Plan for Scotland by the Scottish Government Cabinet Secretary for Transport, Infrastructure and Connectivity.

6.2 Transport Transition Plan: Transport Scotland Website

7. Appendices

Appendix A: Letter dated 22nd May 2020 from the Scottish Government Cabinet Secretary for Transport, Infrastructure and Connectivity to Council Leaders and Chairs of Regional Transport Partnerships.

Appendix B: Terms of Reference for Transport Transition Plan South East Scotland Region Group (June 2020).

Appendix C: *Summary Note on Proposed Quick Wins* (July 2020) ; prepared by the RTTG and submitted to Transport Scotland on 24/07/20.

Appendix D: Edinburgh and South East Scotland City Region Deal Governance Structure

Cabinet Secretary for Transport, Infrastructure and Connectivity
Michael Matheson MSP

Scottish Government
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To Council Leaders & Regional Transport Partnership Chairs

22 May 2020

Colleagues,

Transport Transition Plan Engagement

I would like to thank you and your Council for the significant work that you have undertaken during this unprecedented time to keep the local transport networks safe and operational.

During the Scottish Parliament Rural Economy and Connectivity Committee meeting on the 13 May 2020, I outlined our intention to set out how our Transport Transition Plan will support Scotland's people and businesses on our transition out of lockdown. Further detail can be found at https://www.transport.gov.scot/news/cabinet-secretary-sets-out-latest-transport-response-to-covid-19-outbreak/. This will be an evolving process and we will engage Local Authorities and Regional Transport Authorities as it develops.

We are drawing together evidence to inform our plan, however one clear and significant challenge is around public transport. During lock down demand for public transport has fallen by between 85 and 90 per cent against 'normal' since 23 March. As we move towards easing lock down measures operators are estimating that capacity will be between 10 and 25 per cent of 'normal' with the level of physical distancing required. There is a risk this will result in increased private car use, leading to congestion, poor air quality and increased transport inequalities, particularly for the 29 per cent of households in Scotland that do not have access to a car.

We continue to take action to stabilise the transport system and prepare for physical distancing. Further details on the action I have taken can be viewed at https://www.transport.gov.scot/coronavirus-covid-19/. A key focus of our on-going work is to ensure that we continue to support a green recovery to deliver our Climate Change commitments and reduce inequalities.

As our national work continues I know you will also be leading your local and regional transport planning responses, in line with your transport responsibilities, which I recognise will be central to the success of the transition. I would encourage you to continue to take a cross boundary approach with your neighbouring authorities where needed.

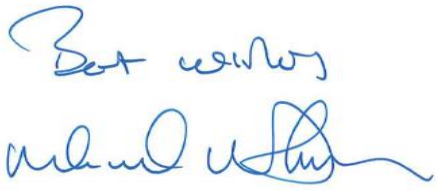
While we have already been working closely, there will be a continuing need for collaboration to align approaches across our respective transport networks. I therefore intend to include within the Transport Transition Plan a statement on how we continue to engage with local authorities, regional transport partnerships and operators to operationalise the measures across Scotland. I would therefore ask you to consider what Transport Scotland input you may require in relation to your own transition transport planning. Please forward this to Amy Phillips (Amy.Phillips@transport.gov.scot) at Transport Scotland in the first instance.

Our engagement to date has reflected the differing challenges across the country, such as the on-going ferry operation discussions we have held with Island Authorities from start of the crisis. In the short term, Transport Scotland is also looking to engage directly with the local authorities in the Edinburgh and Glasgow city regions at an operational officer level. The urgency and scale of the public transport challenge in these areas requires immediate joined up working to manage the operational interactions between the respective networks for which we are responsible.

We are not seeking to underplay the challenges across rural areas of Scotland, other cities and areas of the country. We value Local Authorities' consideration in this regard, therefore I have asked for a Transport Transition Plan National Advisory Group to be set up with proposed membership to include representatives from COSLA, SOLACE, RTPs, SCOTS and other selected members.

We have held on-going discussions with COSLA, SOLACE, RTPs and SCOTS since the start of the emergency and will continue engagement on the Transport Transition Plan in the coming weeks as outlined above.

We look forward to engaging on our respective plans as we rise to the collective transport challenges as we safely transition out of lockdown to the new normal.



MICHAEL MATHESON

Purpose and Terms of Reference for Transport Transition Plan South East Scotland Region Group

Purpose

1. To align approaches and share knowledge of national, regional and local transport planning activity to safely increase capacity across the transport system and manage demand in our journey along Scotland's route map through and out of the crisis. This will include broader considerations relating to equality impacts and consideration of tailoring measures, for example to specific geographies and sectors.

Draft Terms of Reference

2. The Group will:
   a) consider regional, local and national transport as it applies in the travel to work area with a focus on issues within and on approaches to city centres to assist in Transport Scotland's evolving Transport Transition Plan;
   b) focus on increases in travel demand and capacity in line with the second National Transport Strategy sustainable travel hierarchy and interactions between modes as appropriate while considering the four harms set out in *COVID-19: A Framework for Decision Making (23 April 2020);*
   c) identify regionally specific and cross-cutting issues, challenges and opportunities associated with increasing travel demand and capacity;
   d) collectively engage to address these as and where appropriate;
   e) input consideration of regional equality issues as per due regard to the need to eliminate discrimination and advance equality of opportunity;
   f) input into scenario planning and provide advice on whether proposed scenarios or policy interventions appropriately and effectively reflect the operational requirements of the transport system from the regional perspective;
   g) work together on key transport messaging and communication strategies to support the recovery and build confidence in the public transport system;
   h) offer insight and feedback from those delivering services and measures to input into government decision making;
   i) review and challenge material to support the response produced by Transport Scotland/Scottish Government, sectoral bodies and/or others; and
   j) continue to bring together expertise and data in the monitoring of networks as we transition out of lockdown; and
   k) advise Transport Scotland on the readiness of transport sectors to manage increased demand/service provision as appropriate.

3. Confidentiality

As the Group may be asked for its views on proposals that are still in development, and which have not yet been made available to the public, all discussions and material will be confidential.

Papers may be shared with named individuals who are not members of the group with the prior agreement of the co-chairs.

4. Conduct

Members of the group are expected to contribute their expertise as independent members and not to promote the interests of one organisation or sector. Members are asked to challenge assumptions and scenarios and should, likewise, expect to be challenged by other members of the group however this will be done respectfully.

5. Membership

- The City of Edinburgh Council
- Clackmannanshire Council
- East Lothian Council
- Falkirk Council
- Fife Council
- Midlothian Council
- Scottish Borders Council
- West Lothian Council
- SEStran
- Transport Scotland
- Public Transport Operators to be invited as required and agreed with the co-chairs.
- Other representatives can be invited with prior agreement of the co-chairs.

6. Secretariat

The secretariat function will be provided by the Edinburgh and South East Scotland City Region Deal Project Management Office.

Frequency of meetings to be confirmed, however it is anticipated that meetings will initially be held once or twice weekly, with the first taking place on the week commencing 1 June. Shorter, *ad hoc* meetings with selected members could take place more frequently depending on the requirement and speed of decision making that is required.

Frequency, role, remit and need for the group by all partners to be reviewed every two weeks.

The secretariat will aim to provide papers a day in advance but this may not be possible due to the speed at which work is commissioned and the need for quick turnaround.

The names and roles of all of those attending should be submitted to the secretariat in advance to enable a roll call at the start of each meeting and for the record, including any substitutions to agreed representatives.

7. Chairs

It is proposed that Grace Vickers, as Chair of the Edinburgh City Region Deal Transport Appraisal Board, and Alison Irvine, Transport Scotland Co-Chair, noting that these are bespoke and sit alongside, but separate to, the City Region Regional Transport Working and other Transport Groups.

South East Scotland Transport Transition Plan

Summary Note on Proposed Quick Wins

24 July 2020

South East Scotland Transport Transition Plan

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Appendix A. Summary Plans

1. Introduction

The South East Scotland Transport Transition Group ('the Group') came into being on 3rd June 2020. The Group has been established specifically to develop and oversee the Regional Transport Transition Plan for the transition out of emergency lock down implemented to deal with the COVID-19 pandemic. The Group brings together local, regional and national partners to jointly plan for the management of the transport network and any additional measures needed during this period. The Plan seeks to set out the interventions required at a regional level to support the Transport Transition Plan published by Transport Scotland on 26 May 2020.

Membership of the Group consists of the following authorities:

- City of Edinburgh Council
- Clackmannanshire Council
- East Lothian Council
- Falkirk Council
- Fife Council
- Midlothian Council
- Scottish Borders Council
- SEStran
- Transport Scotland
- West Lothian Council

Given the scale and urgency of the challenges, the emphasis has been on developing practical interventions that have the potential to provide immediate benefits that can support the operation of public transport, and particularly bus operations, within the region whilst capacity remains a key constraint. To achieve this, three corridor sub-groups have been set up with very active and positive participation from bus operators joining representatives from the relevant Group member to focus on developing, prioritising and implementing packages of interventions that can address the challenges and objectives set. The three corridor groups reflect what are seen as the most critical regional level movements:

- North (Fife to/from Edinburgh)
- West (West Lothian, Falkirk, Clackmannanshire to/from Edinburgh)
- South/East (East Lothian, Midlothian and Borders to/from Edinburgh)

This summary paper sets out the considerable progress that has been made in identifying and prioritising a range of very practical quick-win interventions to meet the specific needs of each corridor. The packages of recommended interventions are summarised along with indicative timescales and cost ranges for implementing these. The paper also highlights the importance of other supporting measures including communications to users being taken forward in parallel to these infrastructure-based interventions.

2. Identification of Key Issues on the Corridors

The initial meetings of the three corridor groups considered the key issues facing bus operators in the face of limited bus capacity and the gradual relaxation of lockdown measures. Operators have very effectively fed in the practical day to day issues they are experiencing as they ramp up services. The work has also been informed by the transport modelling work undertaken by Transport Scotland to inform the key public transport capacity constraints and key movements for the different stages of the Transport Transition Plan.

The key issues in each corridor are summarised in Table 2.1 below.

Table 2-1: Key Issues by Corridor

Corridor	Issue
North (Fife to Edinburgh)	Current low usage of Halbeath and Ferrytoll Park & Ride sites Congestion on the approach to Barnton junction increases bus journey times Evening peak services from the city centre are delayed on the approach to Blackhall junction Queensferry Street bus stops result in bus congestion and delays Queensferry Street waiting space for passengers is insufficient to enable social distancing
West (West Lothian, Falkirk, Clackmannanshire to Edinburgh)	Newbridge Roundabout and approaches - queuing in both Eastbound and Westbound directions from A8 and A89 A8 Gogar – Maybury - Buses get caught in general congestion approaching the Maybury Road junction from west through underpass Access egress delays for buses at Park & Ride sites eg Hermiston Key city bus stops/interchange points in Edinburgh where there are conflicts with parked cars and limited pavement space eg Drum Brae Roundabout and Roseburn Key West Lothian bus stop areas where there are conflicts with on-street parking and limited pavements space eg Bathgate, Broxburn, Uphall and Mid-Calder
South/East (East Lothian, Midlothian and Borders to Edinburgh)	Sheriffhall, Gilmerton and Kaimes junctions are all congested resulting in public transport delays Traffic volumes on Melville Dykes Road result in morning peak public transport delays of up to 10 minutes on routes from Bonnyrigg Queues on the A1 approach to the Jewel roundabout result in public transport delays Key East Lothian bus stop areas where there are conflicts with on-street parking and limited pavement space eg Musselburgh and Prestonpans

3. Development of Packages of Interventions

The three sub-groups sought the views of the operators, local authorities, SEStran, Transport Scotland and the consultants (Jacobs) on potential quick win interventions that could at least in part address these issues to the benefit of bus users, bus operators and wider communities.

From these discussions it was clear that an integrated package approach across the corridors was essential to maximise the benefits against the objectives set and that this would also assist when communicating these to the wider public. Individual interventions on their own would have limited impact on improving bus operation and making journey times more reliable, which is critical to helping overcome limited capacity and providing the necessary operational flexibility for operators through this rapidly evolving period. Improving journey times for public transport and particularly bus services is also seen as vital as we gradually move from a position of deterring public transport usage for all but essential journeys to one in which this is seen as an attractive option alongside active travel in deterring significant growth of car based journeys with the impacts on safety and emissions that could result from this. The recommended packages that are summarised in the tables and plans on the next few pages have adopted this approach.

There has been considerable progress in delivering practical initiatives in the South East of Scotland to benefit those walking, wheeling and cycling through the Spaces for People and related initiatives. Ensuring careful

consideration of the interfaces between bus priority and related interventions and the interfaces with these active-travel focussed initiatives has been an important consideration within this work.

Indicative plans showing the location of each intervention are given in Appendix A. Proposed timescales are defined as:

- Short term – implemented by the end of August
- Medium term – implemented by the end of September
- Long term – implemented from October onwards

4. Assessment and Prioritisation of Interventions

The emphasis of this work is on the urgent implementation of quick wins that can greatly assist public transport and particularly bus services to play the critical role that is essential as Scotland emerges from lockdown. A complex appraisal process was not deemed to be appropriate for this exercise and, instead, a light touch assessment framework has been devised with six key objectives as well as several deliverability criteria to assist in identifying and prioritising interventions. The six objectives agreed by the SESTTG are set out below:

- To support walking, cycling and wheeling for all or part of commuter and non-commuter journeys as far as practical.
- To maximise safe and efficient use of public transport including to support continued viability of the public transport system.
- To ensure public transport is available for those most dependent on bus, tram and rail services during the easing of lockdown.
- To mitigate against the potential for an increase in private car use during the easing of lockdown.
- To co-ordinate and disseminate regional messaging to support the safe use of the transport network, restore passenger confidence, and manage travel demand in line with national guidance.
- To ensure measures facilitate connected, multi-modal journeys.

The tables that follow summarise the interventions in each of the three corridors that have emerged positively from this assessment process. This provides an indication of the assumed benefits of the individual interventions against the objectives set using a 5-point scale (+2 to -2) that has been informed through discussions at the corridor sub-groups with invaluable input from bus operators as well as the authorities. The regional messaging objective is less appropriate for this assessment but is directly supported by other communication related initiatives that are being taken forward by the Transport Transition Group and Transport Scotland.

In addition to the assessment of interventions against the objectives, key issues around deliverability have also been considered. A number of measures that performed well against the objectives but could not be taken forward quickly have not been progressed but may be very relevant for longer term infrastructure plans at the local, regional and national level.

5. Overall Benefits of the Corridor Packages

In Section 3 on the development of the of interventions, the need for an integrated package approach was stressed within and indeed across the corridors to maximise the benefits against the objectives. This approach is equally important when we consider the assessment of the overall benefits of the interventions – it is the impact of the measures collectively in tackling key issues relating to bus journey times and journey time reliability and also the quality and accessibility of provision for users that is critical rather than the impact of an individual measure in isolation.

Assessing the benefits of these quick-win measures, by their very nature, is difficult given the pace at which they have had to be developed and the limited modelling of measures that has been able to take place to date or indeed is appropriate for many of the measures, particularly those focussed on safety or qualitative improvements. Improvements to journey time reliability rather than just journey times has also been highlighted as critical during the emergence from lockdown given the rapidity of changes to traffic levels both within the day and from day to day. Again these benefits are difficult to estimate - close monitoring of the interventions with the bus operators when they become operational will be essential to give a true picture of the benefits.

Despite the difficulties assessing and quantifying the benefits highlighted above it has been possible through engagement with bus operators and some model outputs and professional judgement to get an initial feel of the scale of the benefits that could realistically be achieved by the corridor packages. These estimates of key benefits are set out in Table 5-1 against the relevant corridors. As further clarity emerges on the scope of any wider regional interventions and any temporary expansion of park and ride site, the potential benefits of these measures will be similarly assessed.

Table 5-1: Public Transport Benefits by Corridor

Corridor	Route	Scheme	AM Benefit	PM Benefit	Other Key Non-Quantifiable Benefits / Comments
North	M90 / A90	Halbeath P&R access	1		Improved bus journey time reliability
		P&R enhancements at Halbeath and Ferrytoll			Improved waiting environment / operational benefits
		Cramond Brig to Barnton bus lane	6		Bus journey time savings subject to detailed modelling
		Queensferry Road SCOOT upgrade	1	2	
		Blackhall westbound bus lane extension		2	
		A90 queue relocation (Barnton / Blackhall)			Long term intervention offering significant travel time saving
		Relocation of Queensferry St stops to Charlotte Square	1	2	Improved city centre waiting environment
		M90 / A90 travel time saving	9 mins	6 mins	
West	A89 / A8	Temporary buildouts and parking enforcement, Bathgate	2	1	Improved bus journey time reliability / passenger environment
		Temporary buildouts and parking enforcement, Uphall	1	1	Improved bus journey time reliability / passenger environment
		Peniel Place / A89 temporary traffic signals	2		Bus journey time savings subject to detailed modelling
		A89 viaduct to B800 bus lane	2		
		Newbridge Roundabout - signal optimisation and circulatory lining adjustments			Increases eastbound capacity / reliability
		A8 Westbound bus lane – Airport to Newbridge		10	Bus journey time savings subject to detailed modelling *Short term benefit only (see footnote)
		Citybound bus lane on approach to Maybury			Improvement enhances journey time reliability
		Extend Drum Brae stop to reduce waiting delays	1	1	Provides increased passenger waiting space
		A89 / A8 travel time saving	8 mins	13 mins	
	A71	Temporary buildouts and parking enforcement, Mid Calder	1	1	Improved bus journey time reliability and passenger waiting environment
		Signalisation of the A71 / B7105 junction	1		Improved journey time reliability
		Signalisation of Hermiston P&R access to improve bus egress			Improved journey time reliability
		Extended bus lane operating hours			Improved journey time reliability
		A71 travel time saving	2 mins	1 min	
	A70	Westbound bus lane towards Gillespie Crossroads		3	Bus journey time savings subject to detailed modelling
		A70 travel time saving	-	3 mins	

Corridor	Route	Scheme	AM Benefit	PM Benefit	Other Key Non-Quantifiable Benefits / Comments
South / East	A701	Straiton (yellow box + signal optimisation)	3		
		Kaimes Crossroads			Improved journey time reliability
		A701 southbound bus lane on approach to Kaimes		2	
		A701 travel time saving	3 mins	2 mins	
	Lasswade Road	Melville Dykes Road / Hillhead junction	10		Significant journey time saving at this location
		Wadingburn signal optimisation	2		Significant journey time saving combined with the above
		Lasswade Road travel time saving	12 mins	-	
	A772	Gilmerton Crossroads signal timings and parking	2	2	
		A772 travel time saving	2 min	2 min	
	A7	Sheriffhall signal time adjustments A7 / A6106	2	2	Bus journey time savings subject to detailed assessment
		A7 travel time saving	2 mins	2 mins	
	A1	Linkfield Road bus lanes	3		
		Dalrymple Road traffic signals review			Improved journey time reliability
		Splitting of bus stops on Musselburgh High St	1	1	
		Review of parking on Tranent and Prestonpans High Streets			Improved bus journey time reliability and town centre environments
		A1 travel time saving	4 mins	1 min	
	B6415	Abercorn Terrace bus / active travel improvements			Bus journey time savings require further analysis
	A6106	A6106 northbound approach to Milton Road			Bus journey time savings require further analysis
	A6095	Niddrie Mains Road			Corridor bus journey time savings require a separate study 5 min morning peak eastbound delay reported by Lothian Buses

*An A8 westbound bus lane will hinder both bus and general traffic journey times at the point that the back of the single traffic queue extends east of the Airport junction. Once the financial sector returns to work (eg Edinburgh Park and RBS) it is likely that the bus lane will need to be removed.

6. Monitoring and Evaluation

The importance of monitoring the success or otherwise of any of these interventions and the overall packages has already been stressed. Many of the interventions are, by their very nature, flexible in nature allowing adjustments to be made in the light of the experience of operators, authorities, passengers and indeed other street/road users. Good examples are further adjustments to traffic signal timings at key junctions or adjustments to the length of bus lanes. Where possible it will be important to build some of this flexibility into the design, TTRO and related arrangements.

The governance structure already set up with the three corridor groups as well as the overall regional group provides an excellent framework to monitor the performance of the measures individually and collectively including as it does the direct involvement of bus operators as well as all the relevant authorities with their local knowledge. The importance of having resources available to assist with monitoring on the ground including where appropriate camera monitoring has been reflected in the overall costings provided.

7. Delivery

It is proposed that the highly effective collaborative working approach that has been used to date in developing the packages of interventions in each of the three corridors would be retained into and through the delivery phase. It is also proposed that the City of Edinburgh Council would act as lead authority, working very closely with the relevant authorities, SEStran and the bus operators in each of the corridors with virtual meetings of the corridor groups as and when appropriate. This will ensure that operators can be actively involved in the final specification of the measures and also contribute to the monitoring of their success with any adjustments as appropriate. Overall management of any funding provided by Transport Scotland, for example through the recently launched Bus Priority Rapid Deployment Fund would need to be through a lead authority (potentially CEC) agreed by the South East Scotland Transport Transition Group, but with responsibility for individual measures allocated as appropriate to the respective authority within which these are located. Consultancy support is currently being provided to CEC by Jacobs which has assisted with the development and costing of these packages and the related reporting and the provision and procurement of any necessary support for other authorities is now under consideration by the regional group and the Finance Sub-Group.

Given the very demanding timescales for delivery of these interventions due to the urgency of the challenges, there are of course potential risks that will need to continue to be updated, resolved or mitigated. The table below sets out a few of the key risks and potential mitigation measures already in place or needing to be considered. It is recommended that this is expanded and regularly updated through the process of delivering the interventions and associated monitoring and evaluations.

Table 7-1: Delivery Risks

Key Delivery Risks	Potential Mitigation Measures
Inadequate resources within individual authorities leading to an uncoordinated approach in individual corridors	Effective Regional and Corridor sub groups including all key relevant authorities and bus operators (in place) Consultancy support to assist with co-ordination and delivery (potential need for additional support in some authorities)
Political and Public Support for interventions	Regular briefings of politicians at local, regional and national levels (already in place) Clarity on benefits of the interventions through communication strategy (being actively progressed by TS and regional communications group) Ongoing monitoring and evaluation of benefits with appropriate resources and communications
Potential conflict with Spaces for People and other initiatives	Discussion of any potential conflicts/opportunities within sub groups and associated workstreams (in place) Consideration of this interface within assessment process (in place) Integrated governance approaches to delivery within individual authorities (as in CEC)
Inadequate funding to implement interventions as comprehensive and integrated packages	Effective Regional governance structure with Finance Sub-Group actively considering funding and resourcing Co-ordinated approach to funding applications eg Bus Priority Rapid Deployment Fund

8. Costing of Measures

Following agreement in all of the corridor sub-groups on those measures to be progressed further, indicative cost estimates have been prepared with a low and high cost provided. Given the very tight timescales and with design work still to commence on many of these measures, these costs are very much draft estimates although based where possible on experience on other schemes. In a number of cases the high and low estimates reflects a lack of certainty on the scale of an individual measure, eg length of bus lanes, which will only be clarified through modelling and design work that will now be progressed. In some cases, such as temporary signals, the revenue costs will be dependent on the timescales the measure is in operation.

In addition to the measures focussing on the three movement corridors into and out of Edinburgh, a provisional sum has also been allocated to potential measures that could support other key public transport regional movements between authority areas. These will be discussed and clarified further through the sub-groups.

Given the co-ordinated regional approach, there are a number of costs such as project management costs, safety audits, CDM services and site supervision that have been assumed to be taken forward across the overall programme. If the measures are taken forward by each authority these costs may need to be increased.

A summary of costs by corridor along with associated overall costs are given in Table 8-1 below.

Table 8-1: Summary of Costs by Corridor

Corridor	Low	High
North	£280,000	£385,000
West	£363,500	£452,500
South / East	£309,500	£435,000
Park & Ride	£300,000	£350,000
Additional inter-regional priority measures (provisional sum)	£350,000	£500,000
Design development costs	£250,000	£300,000
Communications	£120,000	£150,000
Monitoring and evaluation	£100,000	£125,000
Project Management Costs	£150,000	£200,000
Road Safety Audit	£25,000	£30,000
CDM Principal Design Services	£25,000	£30,000
Site Supervision	£30,000	£40,000
Total	£2,303,000	£2,997,500

A summary of each individual scheme assessment is given in Table 8-2. Note that costs exclude future decommissioning and / or conversion to permanent interventions.

Table 8-2: Assessment Summary

Corridor	Scheme	Support walking, cycling and wheeling	Maximise safe and efficient use of public transport	Ensure public transport is available for those most dependent on services	To address the potential for an increase in private car use	Facilitate connected, multi-modal journeys	Cost		Deliverability				Equalities
							Low	High	Procurement	Implementation	Statutory	Other	
N	Speed limit reduction on A92 to improve bus egress from Halbeath Park & Ride onto access roundabout	0	2	1	1	1	£10,000	£15,000	✓✓	✓✓	✓✓	-	0
N	Clearer messaging regarding the use of Park & Ride	2	2	2	2	2	£35,000	£50,000	✓✓	✓✓	✓✓	-	1
N	Optimisation of A90 citybound queue relocation scheme	0	1	0	1	1	£75,000	£100,000	TBC	TBC	TBC	TBC	0
N	Citybound A90 bus lane from Cramond Brig to Barnton	0	2	2	1	1	£20,000	£30,000	✓✓	✓	✓	-	0
N	Upgrading of SCOOT, new loops installed but communications work required before commissioning	0	1	1	1	1	£30,000	£40,000	✓✓	✓✓	✓✓	-	0
N	Extension of westbound bus lane on Hillhouse Road towards Blackhall	0	2	2	1	1	£10,000	£15,000	✓✓	✓	✓	-	0
N	Optimisation of Blackhall bus priority scheme	0	2	2	1	1	£50,000	£60,000	TBC	TBC	TBC	TBC	0
N	Relocation of some/all Queensferry St bus stops to Charlotte Square	0	2	0	1	1	£50,000	£75,000	✓✓	✓	✓	-	1
W	Temporary bus lane on A89 eastbound approach to Newbridge	0	2	2	1	0	£20,000	£30,000	✓✓	✓	✓	-	0
W	Temporary bus lane on A8 westbound approach to Newbridge from airport on-slip	0	2	2	1	0	£15,000	£20,000	✓✓	✓	✓	-	0
W	Signal timing review at Newbridge roundabout	0	1	1	1	1	£120,000	£120,000	✓	TBC	✓	-	0

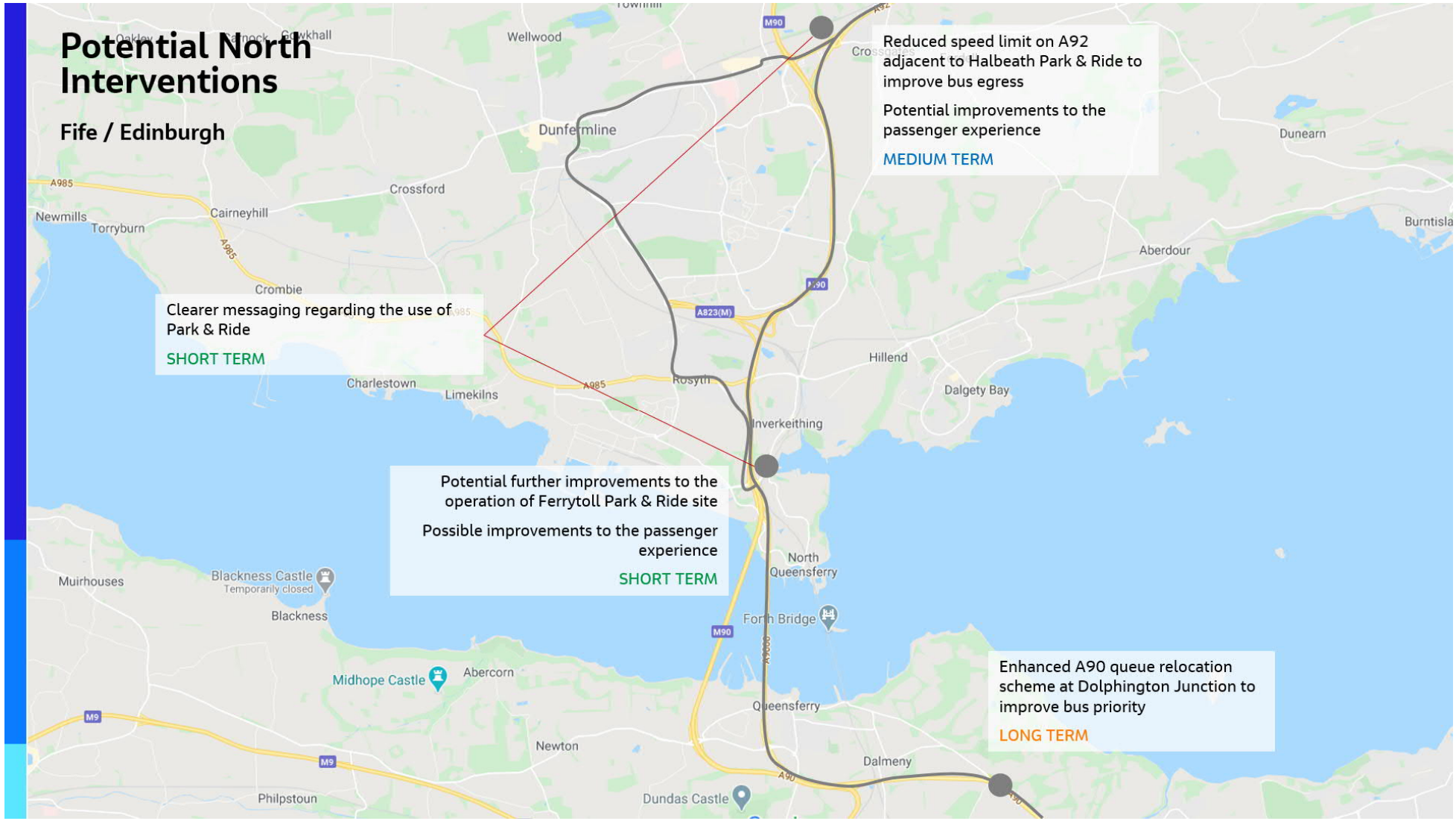
Corridor	Scheme	Support walking, cycling and wheeling	Maximise safe and efficient use of public transport	Ensure public transport is available for those most dependent on services	To address the potential for an increase in private car use	Facilitate connected, multi-modal journeys	Cost		Deliverability				Equalities
							Low	High	Procurement	Implementation	Statutory	Other	
W	Short Temporary Bus Lane on citybound approach to Maybury (through underpass)	0	2	2	1	0	£35,000	£50,000	TBC	✓	✓	TBC	0
W	Temporarily lengthen bus stop at Drum Brae Roundabout and increase waiting bays to improve loading capacity and reduce bus wait times. Enforce parking restrictions to limit impact of vehicles obstructing bus lanes	1	2	1	1	0	£5,000	£7,500	TBC	✓	✓	TBC	1
W	Full/part signalisation of Riccarton Mains Road roundabout at Hermiston to aid bus access and egress from Park & Ride	0	1	0	1	1	£45,000	£60,000	TBC	✓	✓	-	0
W	Full/part signalisation of the A71/B7015 junction (Jupiter Artland) to reduce delays for eastbound buses joining A71	0	1	0	1	0	£45,000	£60,000	TBC	✓	✓	-	0
W	Temporary kerb build out in bus stops e.g. North Bridge Street and South Bridge, Bathgate and in Uphall and Broxburn with enforcement of on-street parking affecting signals and key junctions	1	2	2	1	0	£45,000	£60,000	TBC	✓	✓	TBC	1
W	Use layby areas as passenger waiting areas and temporary kerbs to provide similar benefits to bus build out in Mid Calder on Bank Street, or enforcement of parking to restrict vehicles obstructing buses	1	2	2	1	0	£20,000	£25,000	TBC	✓	✓	TBC	1
W	Extended bus lane operating hours on A71 heading towards Hermiston Park & Ride site to reduce the effect of traffic in bus lanes causing delays	0	2	1	2	1	£3,500	£5,000	TBC	✓	✓	-	0

Corridor	Scheme	Support walking, cycling and wheeling	Maximise safe and efficient use of public transport	Ensure public transport is available for those most dependent on services	To address the potential for an increase in private car use	Facilitate connected, multi-modal journeys	Cost		Deliverability				Equalities
							Low	High	Procurement	Implementation	Statutory	Other	
W	A70 westbound bus lane on approach to Gillespie Crossroads to improve bus travel times	0	2	2	1	0	£10,000	£15,000	✓✓	✓	✓	-	0
S/E	Retiming of signals on Sheriffhall roundabout to give more priority to A7 and A6106 approaches	0	1	1	0	0	£20,000	£25,000	✓	✓	✓	TBC	0
S/E	Introduction of temporary traffic signals at Melville Dykes Rd/B704 Hillhead junction (Lasswade)	0	2	2	1	0	£120,000	£170,000	✓✓	✓	✓	-	0
S/E	Gilmerton crossroads – parking restrictions on approaches to junction	0	1	1	0	0	£25,000	£35,000	✓	✓	✓	-	0
S/E	Alteration of traffic signals at Gilmerton crossroads to reduce delays on A772 and increase capacity for south to east (Eskbank to RIE) right turn	0	1	1	1	0	£2,000	£3,000	TBC	✓	TBC	-	0
S/E	Camera to aid enforcement of bus lane on Ferniehill Drive westbound approach to Gilmerton crossroads	0	1	0	1	0	£30,000	£40,000	TBC	TBC	TBC	TBC	1
S/E	Changed signal timings and yellow box markings at Straiton junction to aid entry of traffic to the junction from B702 Loanhead Road	0	2	1	1	0	£5,000	£10,000	TBC	TBC	TBC	TBC	0
S/E	Introduction of continuous bus lane on A701 southbound approach to Kaimes Crossroads	0	1	1	1	0	£5,000	£10,000	✓✓	✓	✓	-	0
S/E	Introduction of bus lane on Captain's Road westbound approach to Kaimes Crossroads	0	1	1	1	0	£5,000	£10,000	✓✓	✓	✓	-	0
S/E	Newcraighall Road (A1 – Craigmillar) bus priority, possibly comprising bus lanes between	0	2	1	1	0	£45,000	£55,000	TBC	TBC	TBC	TBC	0

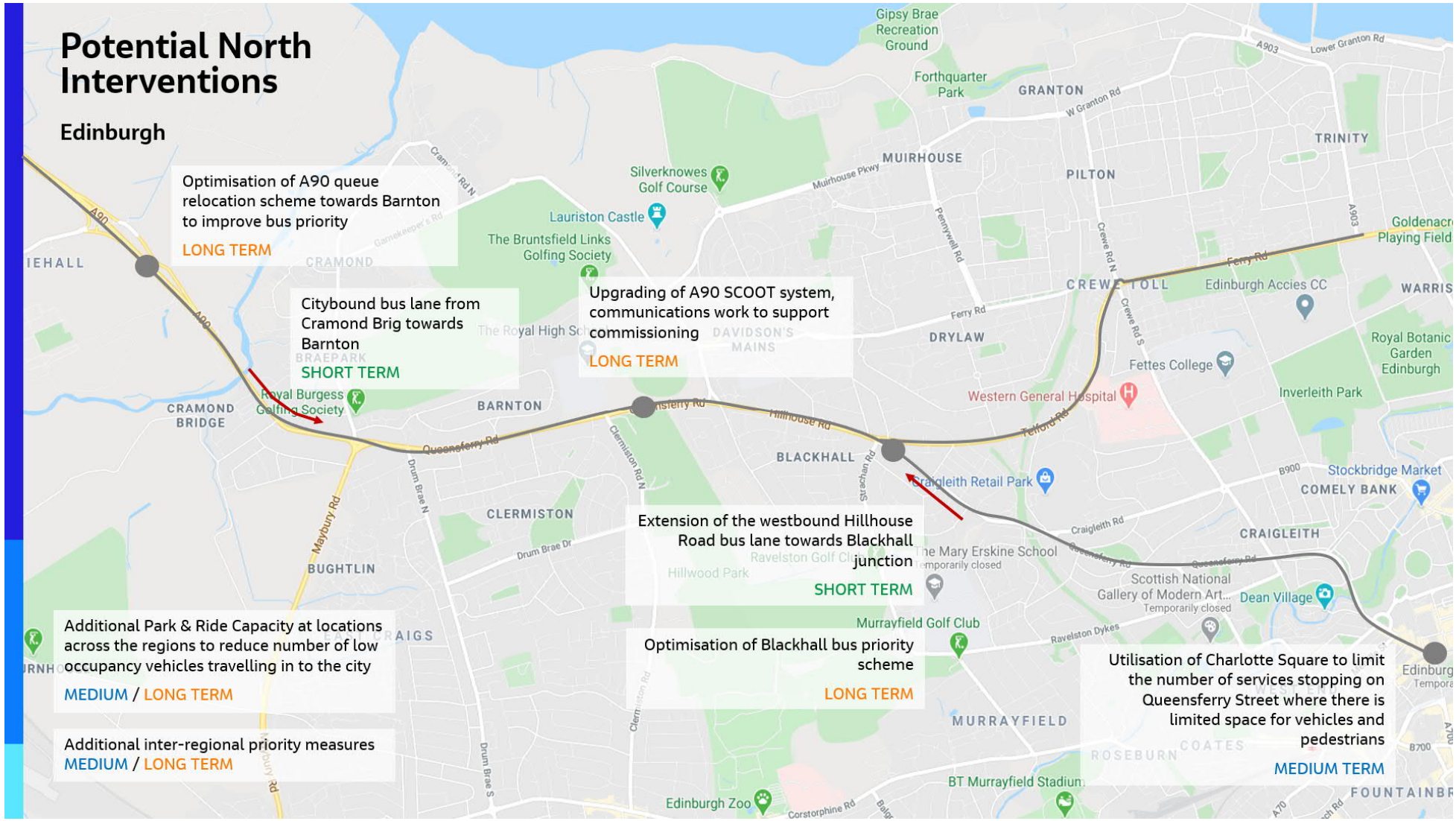
Corridor	Scheme	Support walking, cycling and wheeling	Maximise safe and efficient use of public transport	Ensure public transport is available for those most dependent on services	To address the potential for an increase in private car use	Facilitate connected, multi-modal journeys	Cost		Deliverability				Equalities
							Low	High	Procurement	Implementation	Statutory	Other	
	Fort Kinnaird access roundabouts and bus rerouting, and/or amendments to signals at Niddrie Mains and Craigmillar junctions to reduce delays to buses												
S/E	Extension of northbound bus lane on Duddingston Park (A6106) northbound approach to Milton Road (A1)	0	1	0	0	0	£5,000	£7,000	✓✓	✓	✓	-	0
S/E	Bus lanes on Abercorn Terrace, Portobello	0	1	0	1	0	£5,000	£10,000	TBC	TBC	TBC	TBC	0
S/E	Traffic signal timing alterations to reduce delays to buses on Dalrymple Loan approach to High St (Musselburgh)	0	1	0	0	0	£5,000	£10,000	✓✓	✓	✓	-	0
S/E	Bus lane on Linkfield Road between racecourse and Musselburgh High Street	0	1	0	0	0	£15,000	£20,000	TBC	TBC	TBC	TBC	0
S/E	Parking/waiting restrictions on Prestonpans and/or Tranent High Streets to ease congestion and reduce delays to buses	0	1	0	0	0	£7,500	£10,000	✓✓	✓	✓	-	1
S/E	Split bus stop outside Musselburgh Police Station into two stops, so increasing bus boarding capacity	0	1	0	0	0	£15,000	£20,000	✓✓	✓	✓	-	1
All	Additional Park & Ride Capacity at locations across the regions to reduce number of low occupancy vehicles travelling in to the city	1	2	2	2	2	£300,000	£350,000	TBC	TBC	TBC	TBC	1
All	Additional inter-regional priority measures (provisional sum)						£350,000	£500,000					
All	Design development costs						£250,000	£300,000					

Corridor	Scheme	Support walking, cycling and wheeling	Maximise safe and efficient use of public transport	Ensure public transport is available for those most dependent on services	To address the potential for an increase in private car use	Facilitate connected, multi-modal journeys	Cost		Deliverability				Equalities
							Low	High	Procurement	Implementation	Statutory	Other	
All	Communications						£120,000	£150,000					
All	Monitoring and evaluation						£100,000	£125,000					
All	Project Management Costs						£150,000	£200,000					
All	Road Safety Audit						£25,000	£30,000					
All	CDM Principal Design Services						£25,000	£30,000					
All	Site Supervision						£30,000	£40,000					

Appendix A. Summary Plans


Potential North Interventions
Fife / Edinburgh
Reduced speed limit on A92 adjacent to Halbeath Park & Ride to improve bus egress
Potential improvements to the passenger experience
MEDIUM TERM
Clearer messaging regarding the use of Park & Ride
SHORT TERM
Potential further improvements to the operation of Ferrytoll Park & Ride site
Possible improvements to the passenger experience
SHORT TERM
Enhanced A90 queue relocation scheme at Dolphington Junction to improve bus priority
LONG TERM
Wellwood
Dunfermline
Crossford
Cairneyhill
Newmills
Torryburn
Crombie
Charlestown
Limekilns
Rosyth
Inverkeithing
Hillend
Dalgety Bay
Aberdour
Dunearn
North Queensferry
Forth Bridge
Queensferry
Dalmeny
Newton
Muirhouses
Blackness Castle
Temporarily closed
Blackness
Midhope Castle
Abercorn
Philpstoun
Dundas Castle
M90
A823(M)
A985
M9

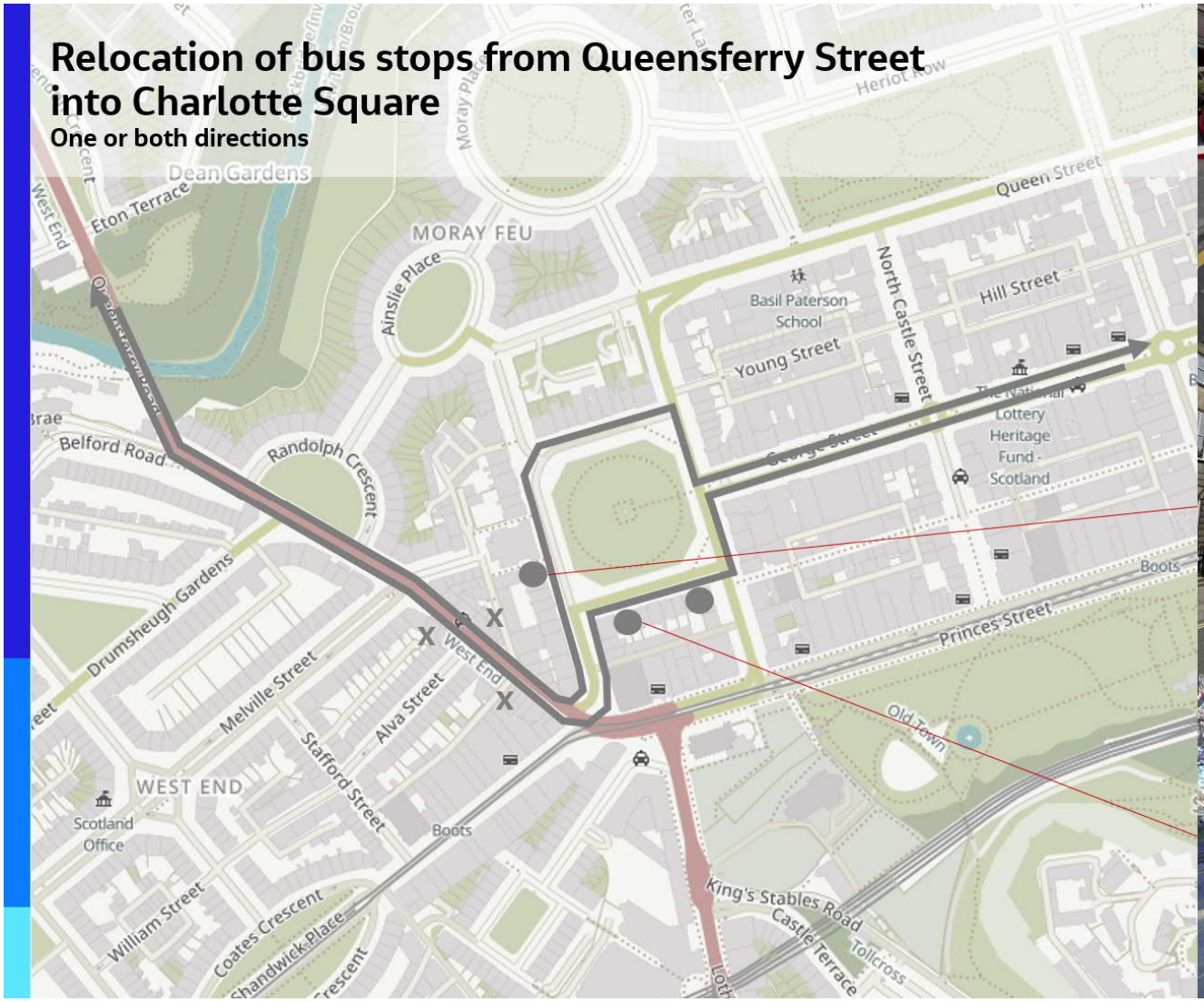
Jacobs

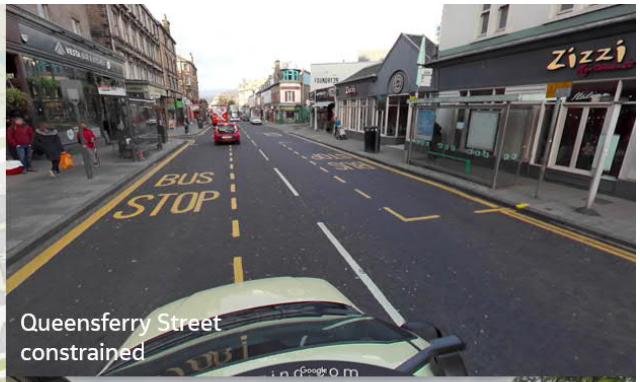

Potential North Interventions
Edinburgh
Optimisation of A90 queue relocation scheme towards Barnton to improve bus priority
LONG TERM
Citybound bus lane from Cramond Brig towards Barnton
SHORT TERM
Upgrading of A90 SCOOT system, communications work to support commissioning
LONG TERM
Extension of the westbound Hillhouse Road bus lane towards Blackhall junction
SHORT TERM
Optimisation of Blackhall bus priority scheme
LONG TERM
Utilisation of Charlotte Square to limit the number of services stopping on Queensferry Street where there is limited space for vehicles and pedestrians
MEDIUM TERM
Additional Park & Ride Capacity at locations across the regions to reduce number of low occupancy vehicles travelling in to the city
MEDIUM / LONG TERM
Additional inter-regional priority measures
MEDIUM / LONG TERM
Gipsy Brae Recreation Ground
Forthquarter Park
GRANTON
TRINITY
MUIRHOUSE
PILTON
Silverknowes Golf Course
Lauriston Castle
The Bruntsfield Links Golfing Society
CRAMOND
CREWE TOLL
Edinburgh Accies CC
DRYLAW
DAVIDSON'S MAINS
Fettes College
Western General Hospital
Inverleith Park
Royal Botanic Garden Edinburgh
Royal Burgess Golfing Society
CRAMOND BRIDGE
BARNTON
BLACKHALL
Craigleith Retail Park
Stockbridge Market
COMELY BANK
CRAIGLEITH
CLERMISTON
BUGHTLIN
Hillwood Park
The Mary Erskine School
Scottish National Gallery of Modern Art...
Dean Village
Murrayfield Golf Club
MURRAYFIELD
ROSEBURN
COATES
BT Murrayfield Stadium
Edinburgh Zoo
FOUNTAINBR
A90
A903
Lower Granton Rd
W Granton Rd
Muirhouse Pkwy
Pennywell Rd
Crewe Rd N
Crewe Rd S
Ferry Rd
Goldenacre Playing Field
Queensferry Rd
Hillhouse Rd
Telford Rd
Clermiston Rd N
Drum Brae N
Drum Brae Dr
Maybury Rd
Strachan Rd
Craigleith Rd
Ravelston Dykes
Corstorphine Rd
B900
B700
A70

Jacobs

Relocation of bus stops from Queensferry Street into Charlotte Square

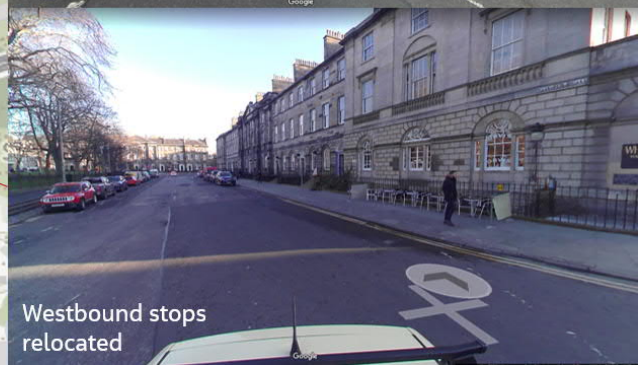
One or both directions





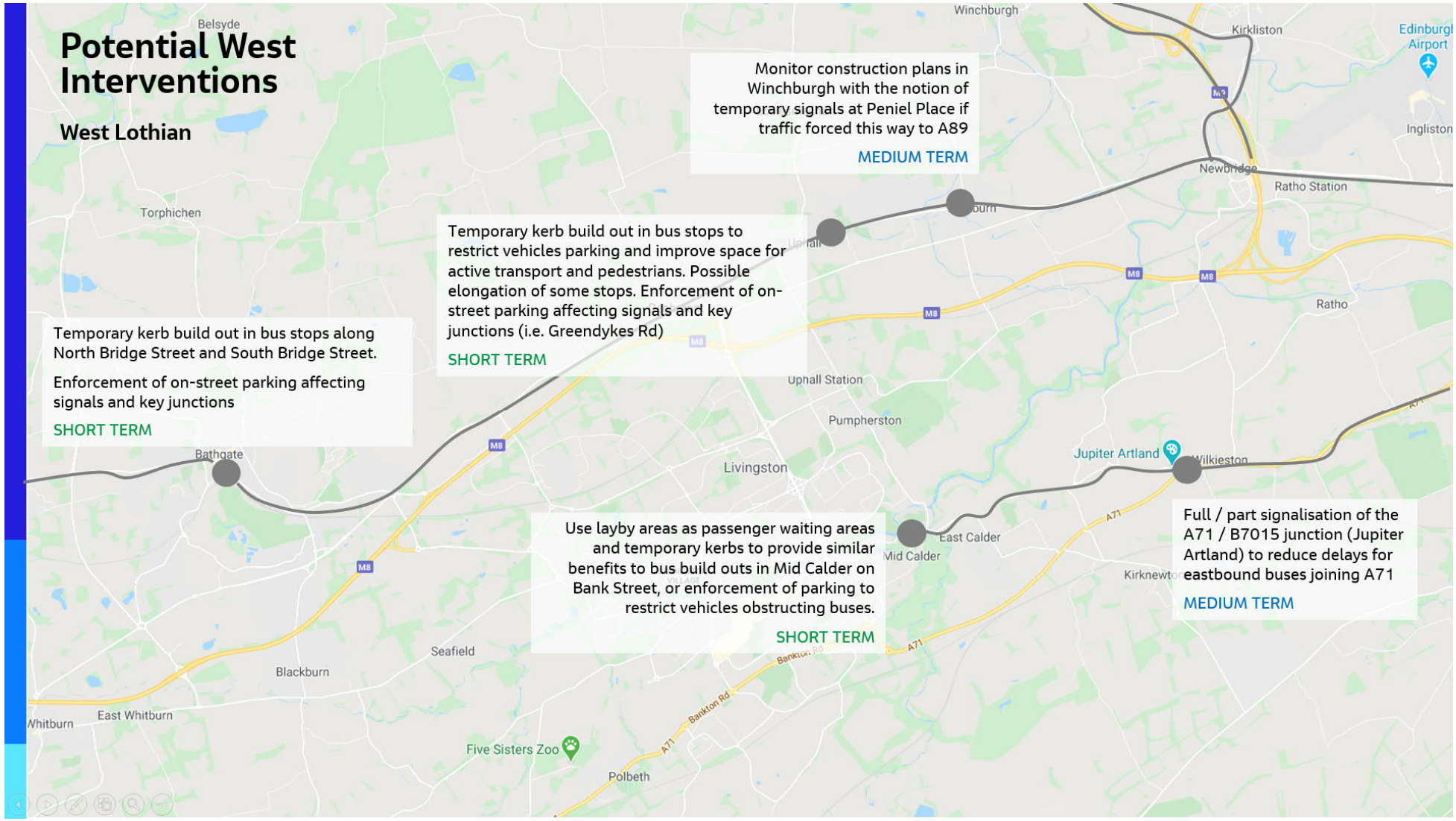
Queensferry Street constrained

Eastbound stops relocated

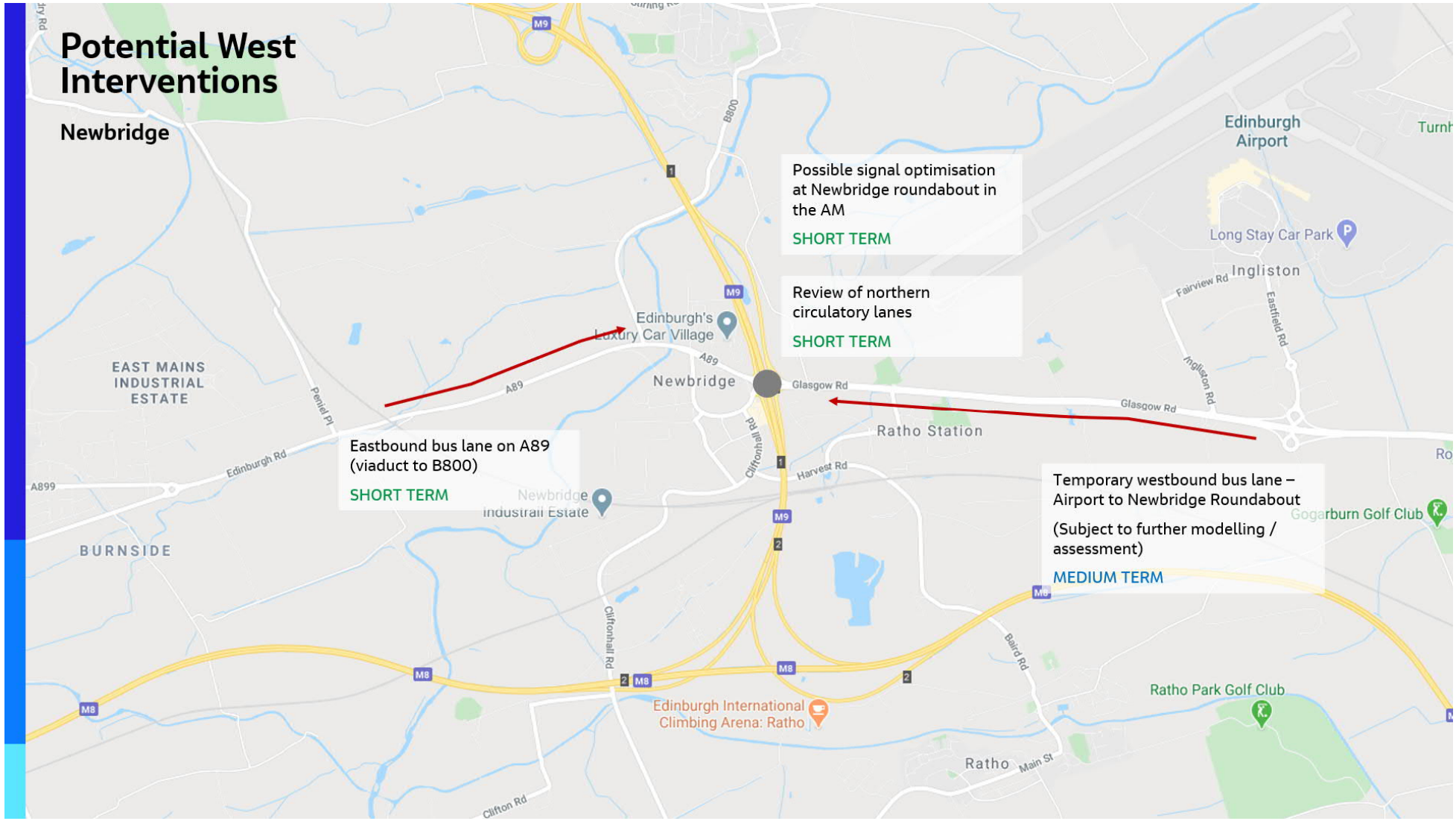


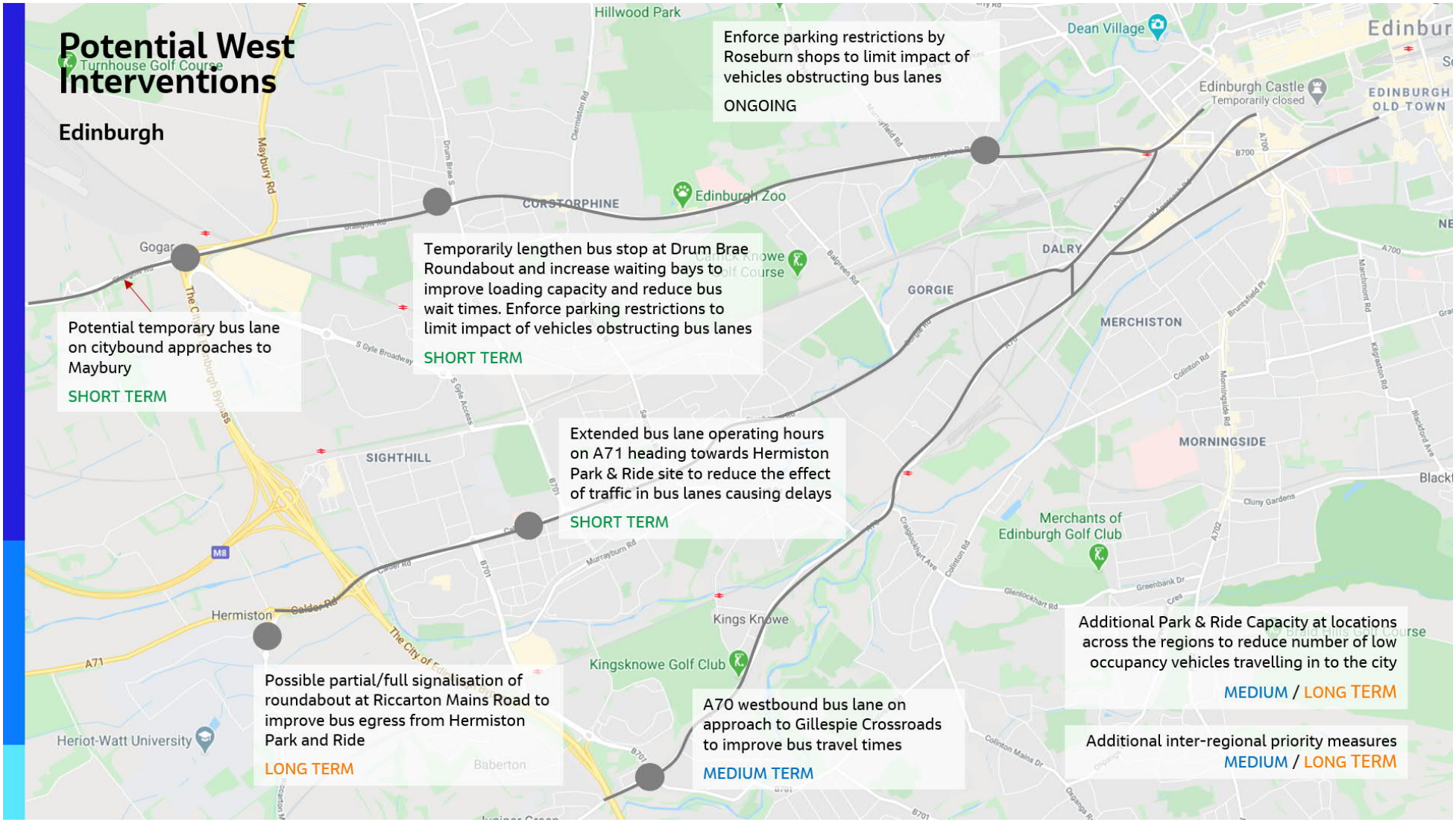
Westbound stops relocated

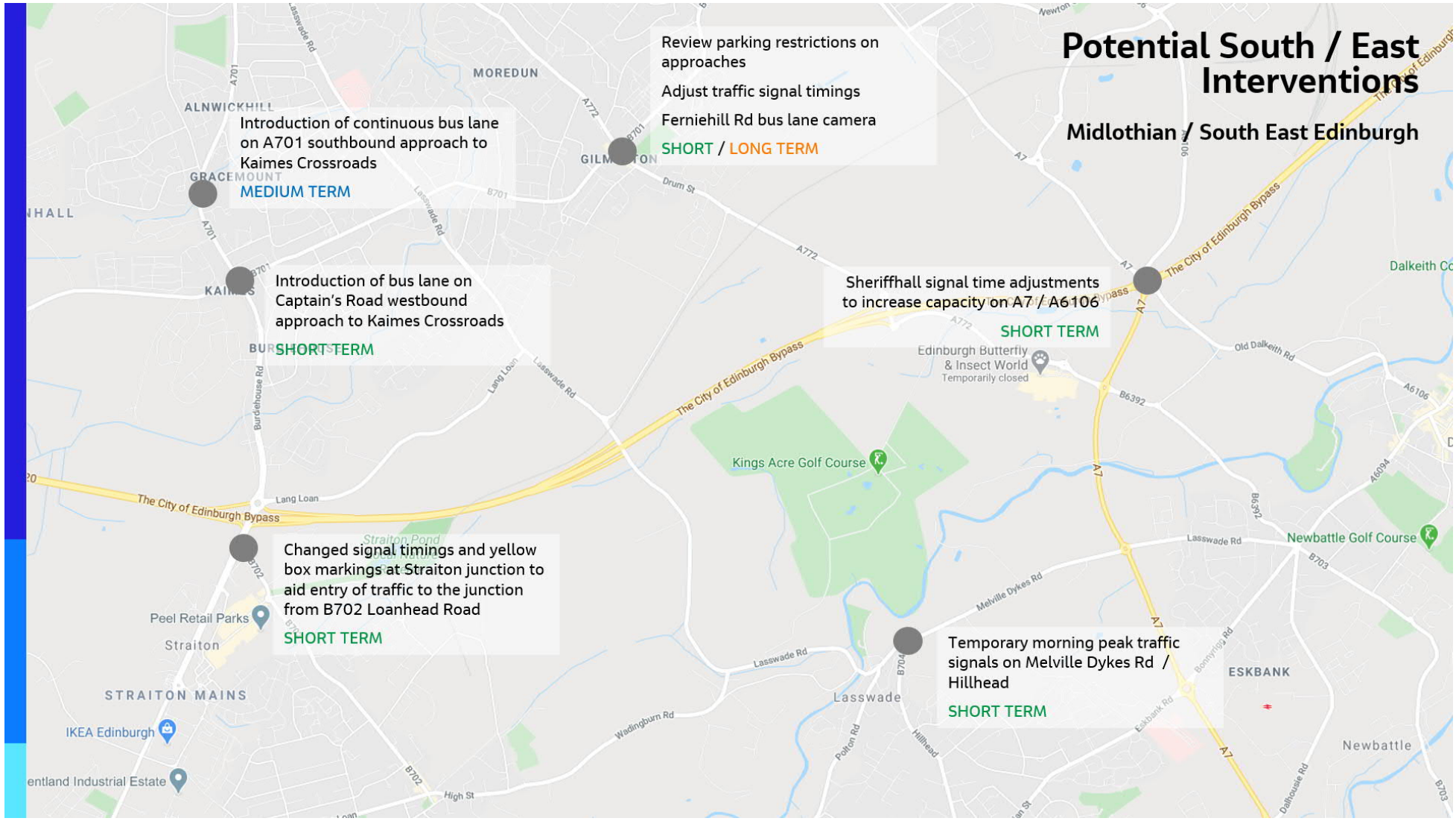
Jacobs

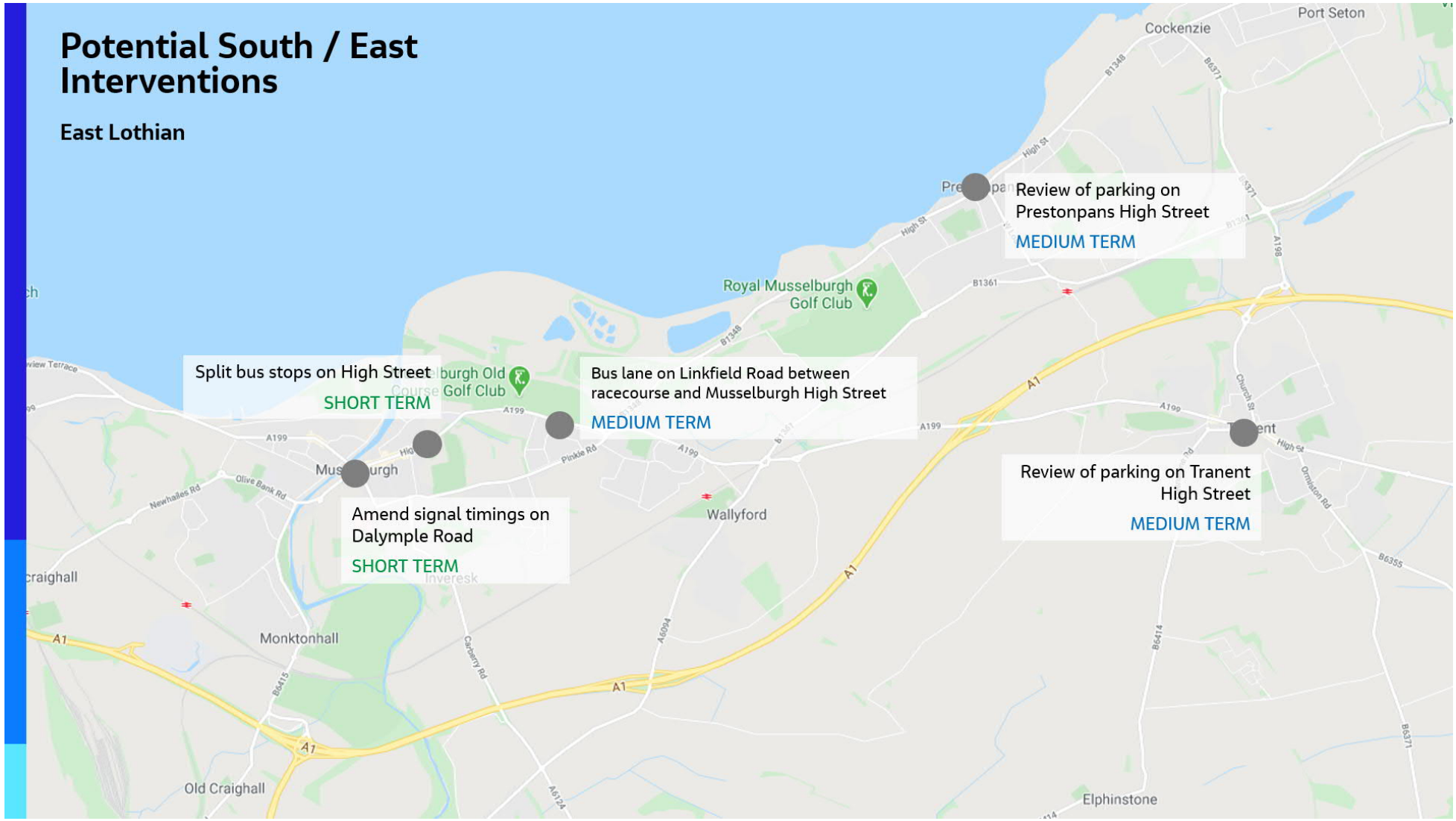

Potential West Interventions
West Lothian
Monitor construction plans in Winchburgh with the notion of temporary signals at Peniel Place if traffic forced this way to A89
MEDIUM TERM
Temporary kerb build out in bus stops to restrict vehicles parking and improve space for active transport and pedestrians. Possible elongation of some stops. Enforcement of on-street parking affecting signals and key junctions (i.e. Greendykes Rd)
SHORT TERM
Temporary kerb build out in bus stops along North Bridge Street and South Bridge Street.
Enforcement of on-street parking affecting signals and key junctions
SHORT TERM
Use layby areas as passenger waiting areas and temporary kerbs to provide similar benefits to bus build outs in Mid Calder on Bank Street, or enforcement of parking to restrict vehicles obstructing buses.
SHORT TERM
Full / part signalisation of the A71 / B7015 junction (Jupiter Artland) to reduce delays for eastbound buses joining A71
MEDIUM TERM
Belsyde
Winchburgh
Kirkliston
Edinburgh Airport
Ingliston
Newbridge
Ratho Station
Ratho
Torphichen
Uphall Station
Pumpherston
Livingston
Bathgate
Jupiter Artland
Wilkieston
East Calder
Mid Calder
Kirknewton
Seafield
Blackburn
East Whitburn
Whitburn
Five Sisters Zoo
Polbeth
Bankton Rd
M8
A71

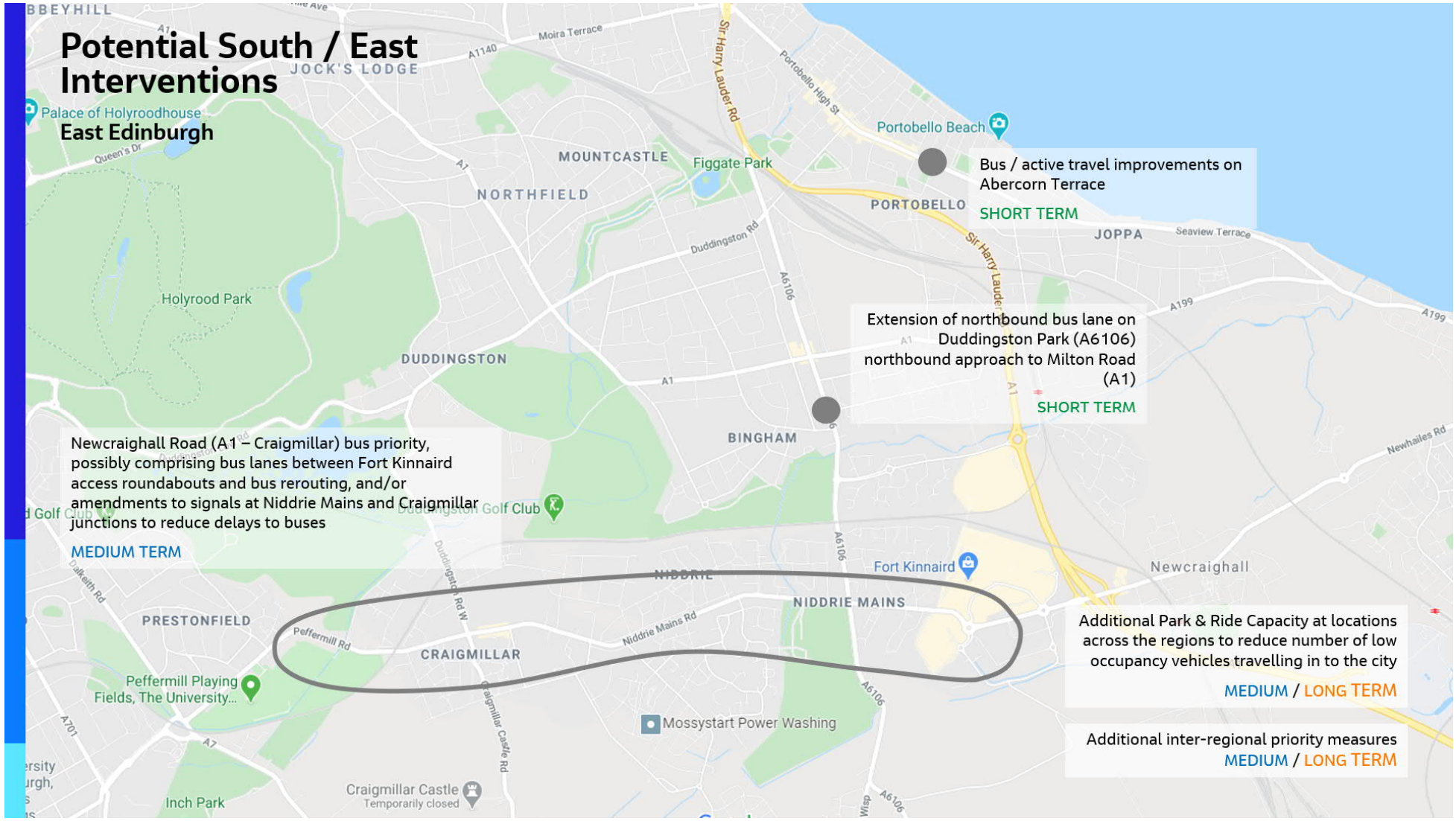
Jacobs

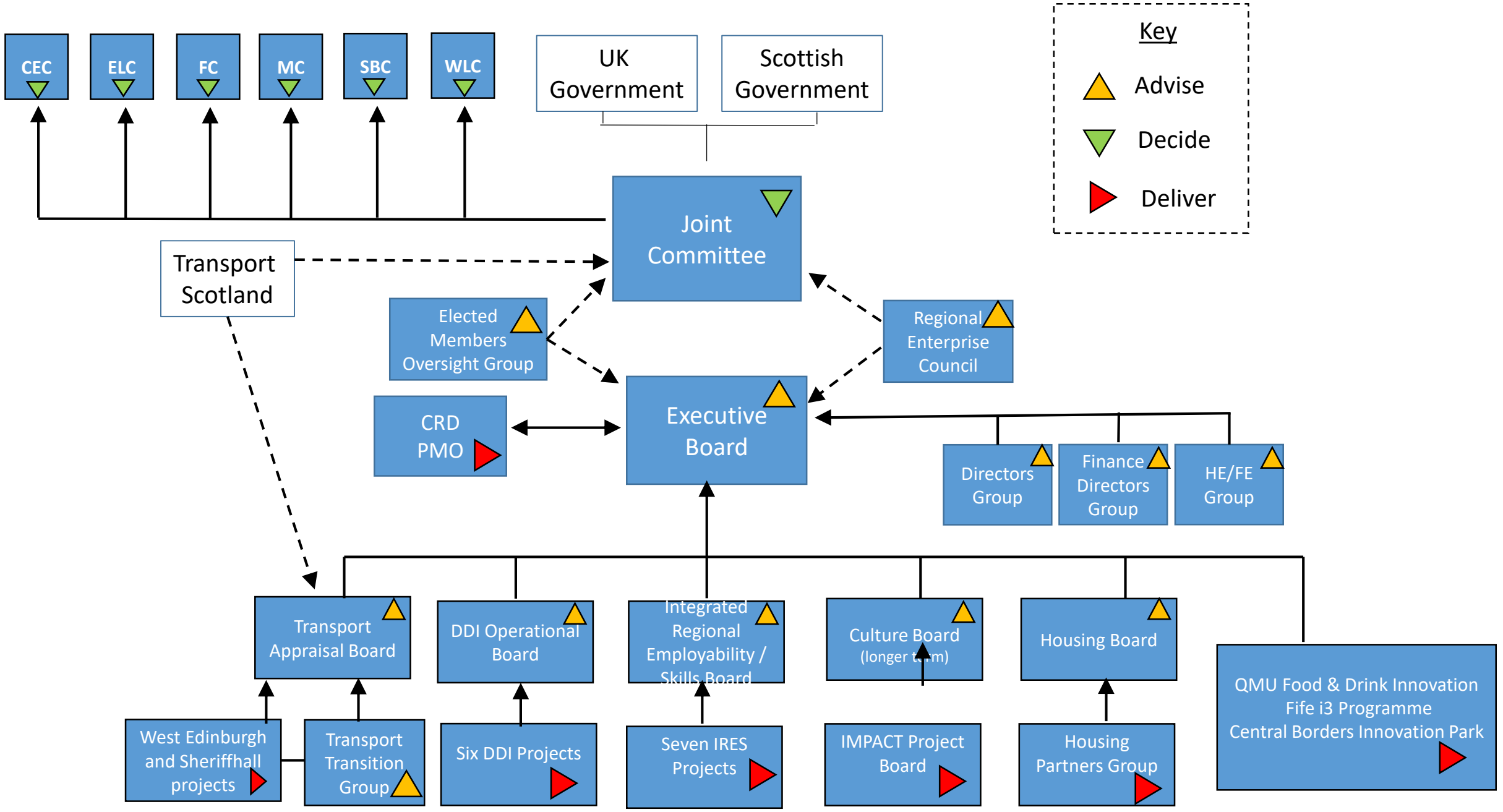

Potential West Interventions
Newbridge
Possible signal optimisation at Newbridge roundabout in the AM
SHORT TERM
Review of northern circulatory lanes
SHORT TERM
Eastbound bus lane on A89 (viaduct to B800)
SHORT TERM
Temporary westbound bus lane – Airport to Newbridge Roundabout
(Subject to further modelling / assessment)
MEDIUM TERM
Edinburgh Airport
Long Stay Car Park
Ingliston
Fairview Rd
Eastfield Rd
Ingliston Rd
Edinburgh's Luxury Car Village
Newbridge
Glasgow Rd
Ratho Station
Harvest Rd
Cliftonhall Rd
EAST MAINS INDUSTRIAL ESTATE
Penicl Pl
A89
Edinburgh Rd
A899
Newbridge Industrial Estate
BURNSIDE
Gogarburn Golf Club
Edinburgh International Climbing Arena: Ratho
Ratho Park Golf Club
Ratho
Main St
Baird Rd
Clifton Rd
B800
M9
M8


Potential West Interventions
Edinburgh
Enforce parking restrictions by Roseburn shops to limit impact of vehicles obstructing bus lanes
ONGOING
Temporarily lengthen bus stop at Drum Brae Roundabout and increase waiting bays to improve loading capacity and reduce bus wait times. Enforce parking restrictions to limit impact of vehicles obstructing bus lanes
SHORT TERM
Potential temporary bus lane on citybound approaches to Maybury
SHORT TERM
Extended bus lane operating hours on A71 heading towards Hermiston Park & Ride site to reduce the effect of traffic in bus lanes causing delays
SHORT TERM
Additional Park & Ride Capacity at locations across the regions to reduce number of low occupancy vehicles travelling in to the city
MEDIUM / LONG TERM
Additional inter-regional priority measures
MEDIUM / LONG TERM
Possible partial/full signalisation of roundabout at Riccarton Mains Road to improve bus egress from Hermiston Park and Ride
LONG TERM
A70 westbound bus lane on approach to Gillespie Crossroads to improve bus travel times
MEDIUM TERM
Hillwood Park
Dean Village
Edinburgh Castle
Temporarily closed
EDINBURGH OLD TOWN
Edinburgh Zoo
CORSTORPHINE
Gogar
DALRY
GORGIE
MERCHISTON
MORNINGSIDE
SIGHTHILL
Merchants of Edinburgh Golf Club
Kings Knowe
Kingsknowe Golf Club
Hermiston
Heriot-Watt University
Baberton
Maybury Rd
A71
M8


Potential South / East Interventions
Midlothian / South East Edinburgh
Review parking restrictions on approaches
Adjust traffic signal timings
Ferniehill Rd bus lane camera
SHORT / LONG TERM
Introduction of continuous bus lane on A701 southbound approach to Kaimes Crossroads
MEDIUM TERM
Introduction of bus lane on Captain's Road westbound approach to Kaimes Crossroads
SHORT TERM
Sheriffhall signal time adjustments to increase capacity on A7 / A6106
SHORT TERM
Changed signal timings and yellow box markings at Straiton junction to aid entry of traffic to the junction from B702 Loanhead Road
SHORT TERM
Temporary morning peak traffic signals on Melville Dykes Rd / Hillhead
SHORT TERM
MOREDUN
ALNWICKHILL
GRACEMOUNT
KAIMES
BURDIEHOUSE
GILMERTON
The City of Edinburgh Bypass
Lasswade Rd
Drum St
Lang Loan
Burdiehouse Rd
Straiton Pond
Straiton
Peel Retail Parks
STRAITON MAINS
IKEA Edinburgh
Kings Acre Golf Course
Edinburgh Butterfly & Insect World
Temporarily closed
Old Dalkeith Rd
Dalkeith
Newbattle Golf Course
Melville Dykes Rd
Lasswade
ESKBANK
Newbattle
Wadingburn Rd
Polton Rd
Hillhead
Eskbank Rd
Dalhousie Rd
High St
A7
A772
A701
A6106
A6094
B6392
B703
B702
B704


Potential South / East Interventions
East Lothian
Review of parking on Prestonpans High Street
MEDIUM TERM
Split bus stops on High Street
SHORT TERM
Bus lane on Linkfield Road between racecourse and Musselburgh High Street
MEDIUM TERM
Amend signal timings on Dalymple Road
SHORT TERM
Review of parking on Tranent High Street
MEDIUM TERM
Cockenzie
Port Seton
Royal Musselburgh Golf Club
Wallyford
Monktonhall
Old Craighall
Elphinstone
A1
A199
B1348
B1361


Potential South / East Interventions
East Edinburgh
Bus / active travel improvements on Abercorn Terrace
SHORT TERM
Extension of northbound bus lane on Duddingston Park (A6106) northbound approach to Milton Road (A1)
SHORT TERM
Newcraighall Road (A1 – Craigmillar) bus priority, possibly comprising bus lanes between Fort Kinnaird access roundabouts and bus rerouting, and/or amendments to signals at Niddrie Mains and Craigmillar junctions to reduce delays to buses
MEDIUM TERM
Additional Park & Ride Capacity at locations across the regions to reduce number of low occupancy vehicles travelling in to the city
MEDIUM / LONG TERM
Additional inter-regional priority measures
MEDIUM / LONG TERM
Portobello Beach
Figgate Park
MOUNTCASTLE
NORTHFIELD
PORTOBELLO
JOPPA
Holyrood Park
DUDDINGSTON
BINGHAM
Fort Kinnaird
Newcraighall
NIDDRIE MAINS
PRESTONFIELD
CRAIGMILLAR
Peffermill Playing Fields, The University...
Mossystart Power Washing
Craigmillar Castle
Temporarily closed
Inch Park
Palace of Holyroodhouse
JOCK'S LODGE
Duddingston Golf Club
Sir Harry Lauder Rd
Duddingston Rd
Niddrie Mains Rd
Peffermill Rd
Craigmillar Castle Rd
Seaview Terrace
Newhailes Rd
A1
A7
A6106
A199
A1140
A701


CEC
ELC
FC
MC
SBC
WLC
UK Government
Scottish Government
Key
Advise
Decide
Deliver
Joint Committee
Transport Scotland
Elected Members Oversight Group
Regional Enterprise Council
CRD PMO
Executive Board
Directors Group
Finance Directors Group
HE/FE Group
Transport Appraisal Board
DDI Operational Board
Integrated Regional Employability / Skills Board
Culture Board
Housing Board
QMU Food & Drink Innovation
Fife i3 Programme
Central Borders Innovation Park
West Edinburgh and Sheriffhall projects
Transport Transition Group
Six DDI Projects
Seven IRES Projects
IMPACT Project Board
Housing Partners Group